

REMARKS

Claims 1-18 are pending in this application. By this Amendment, claims 1, 7, 9 and 12 are amended. Claims 1, 7, 9 and 12 are amended only to revise the format of the claims and not in response to a rejection and therefore the amendments do not effect patentability. No new matter is added.

I. Personal Interview

The courtesies extended to Applicants' representative by Examiner Moulis at the interview held December 16, 2004, are appreciated. The reasons presented at the interview as warranting favorable action are incorporated into the remarks below and constitute Applicants' record of the interview.

II. Claim Rejections Under 35 U.S.C. §102

Claims 1-18 are rejected under 35 U.S.C. §102 as anticipated by U.S. Patent No. 6,095,118 to Klinger, et al. (Klinger). The rejection is respectfully traversed.

Applicant submits that Klinger does not disclose each and every feature recited in the rejected claims. For example, Klinger fails to disclose a fuel supply system for an internal combustion engine, comprising *inter alia* . . . a fuel pressure adjusting section that changes the number of operations of the fuel discharge devices and the amount of fuel discharged from each of the fuel discharge devices in such a manner that an average value of the fuel pressure from after the fuel pressure has once been raised until the fuel pressure is again raised becomes substantially constant before and after the number of operations of the fuel discharge device is changed, as recited in claim 1, and the similar features recited in claim 7.

Although Klinger discloses a fuel injection system for an internal combustion engine, Klinger fails to disclose the features recited above. Rather, Klinger discloses a fuel pump 1 having a first pump 16 and a second pump 17 (see Figs. 1 and 2 of Klinger). In operation, when fuel injection takes place, the instance at which pumping of the first pump element 16

occurs, the pressure in the high-pressure fuel reservoir 6 increases. Thus, at the onset of pumping, which lasts longer than the respective injection and occurs at an earlier time than the injection, the pressure initially rises. Then, as the injection ensues the pressure drops, and after the end of the injection can be raised to the original level again through the remainder of high-pressure pumping of the high-pressure fuel pump (see col. 3, lines 39-49 and Fig. 4). Thus, as clearly shown in Fig. 4 and recited in Klinger, the average value of the fuel pressure from after the fuel pressure has once been raised until after the fuel pressure is again raised, is not substantially constant before and after the number of operations of the fuel discharge device has changed. Rather, Klinger suffers from the problems disclosed in the Description of the Related Art section of this application that are being resolved by the subject matter recited in the claims. See, for example, page 1 of the specification which recites that in cases where an internal combustion engine is equipped with a plurality of fuel pumps, the pressure of fuel supplied by these fuel pumps it caused to vary when the number of operations of the fuel pump is changed. Fig. 4 of Klinger shows such variation.

Furthermore, as disclosed in Klinger, it is only the first pump 16 that is primarily discharging fuel. The second pump 17 is only driven when additional fuel pressure is needed. Even when the second pump element 17 is driven, Klinger merely discloses that the pressure level at the fuel reservoir 6 is raised from a first level D1 to a second level D2, but does not disclose "the amount of fuel discharged from each of the fuel discharge devices in such a manner that an average value of the fuel pressure from after the fuel pressure has once been raised until the fuel pressure is again raised becomes substantially constant before and after the number of operations of the fuel discharge devices is changed." Accordingly, Klinger does not disclose each and every feature recited in claims 1-8.

Regarding the rejection of claims 9-11, Applicant asserts that Klinger fails to disclose a fuel supply system for an internal combustion engine, comprising *inter alia* . . . fuel supply

pipe having one end thereof branched to be connected with the plurality of fuel discharge devices, and the other end thereof provided with one outlet; and fuel delivery pipes branching from the one outlet of the fuel supply pipe so as to be connected with said plurality of fuel injection devices.

Rather, in Klinger, only the line 3 is connected to a single pump 1 and the reservoir 6 that is connected to the injectors 9. Thus, the line 3 is not branched at one end to be connected to a plurality fuel discharge devices. Furthermore, the other end of the line 3 is not connected to a fuel supply pipe as recited in the claims. Therefore, Klinger does not disclose each and every feature of claims 9-11.

Regarding claim 12, Applicant asserts that Klinger does not disclose a fuel supply system for an internal combustion engine, comprising a low pressure fuel pump that discharges fuel at a low pressure, and a plurality of high pressure fuel pumps that further raise the pressure of fuel discharged from said low pressure fuel pump; wherein at least one of said high pressure fuel pumps serves, when stopped, as a fuel passable pump that can pass therethrough the fuel discharged from said low pressure fuel pump, and when said internal combustion engine is started, at least one of said high pressure fuel pumps is stopped in its operation to serve as a fuel passable pump, and at the same time at least another one of said high pressure fuel pumps is driven to operate.

Rather, as clearly shown in the figures of Klinger only one fuel pump is disclosed. The fuel pump is described as a "high-pressure pump 1". Thus, Klinger does not disclose the features recited in claim 12. For at least the foregoing reasons, Applicant respectfully requests the rejection of claims 1-18 under 35 U.S.C. §102(b) be withdrawn.

Claims 9-11 are rejected under 35 U.S.C. §102(b) as anticipated by U.S. Patent No. 5,277,156 to Osuka et al. (Osuka); and claims 9-11 are also rejected under 35 U.S.C.

§102(b) as anticipated by U.S. Patent No. 5,094,216 to Miyaki et al. (Miyaki). The rejections are respectfully traversed.

Neither Osuka nor Miyaki disclose a supply system for an internal combustion engine, comprising a plurality of fuel discharge devices that discharge fuel; a plurality of fuel injection devices that inject the fuel pressurized by said fuel discharge devices; a fuel supply pipe having one end thereof branched to be connected with said plurality of fuel discharge devices, and the other end thereof provided with one outlet; and fuel delivery pipes branching from the one outlet of said fuel supply pipe so as to be connected with said plurality of fuel injection devices.

For example, Osuka merely discloses a low pressure pump 11 and a high-pressure pump 5 connected to a common rail 4 via a fuel feed line 12. Similarly, Miyaki merely discloses a low pressure pump 9 and a high pressure pump 7 connected to a common rail 4 via a fuel supply line 5.

Thus, neither of the applied references disclose a plurality of high-pressure fuel discharge devices that discharge fuel or a fuel supply line having one end thereof branched to be connected to the plurality of high-pressure fuel discharge devices, as recited in the rejected claims.

III. Conclusion

In view of the foregoing, it is respectfully submitted that this application is in condition for allowance. Favorable reconsideration and prompt allowance of claims 1-18 is earnestly solicited.

Should the Examiner believe that anything further would be desirable in order to place this application in even better condition for allowance, the Examiner is invited to contact the undersigned at the telephone number set forth below.

Respectfully submitted,



James A. Oliff
Registration No. 27,075

John W. Fitzpatrick
Registration No. 41,018

JAO:JWF/ldg

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OLIFF & BERRIDGE, PLC
P.O. Box 19928
Alexandria, Virginia 22320
Telephone: (703) 836-6400

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